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COUNTRY East Germany

REPORT

TOPIC Doeberitz Airfield

25X1

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 1 September 1954

25X1

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

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REMARKS

This is UNEVALUATED

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1. On 8 July 1954, 1 boxcar and 1 flatcar with sideracks arrived at the Dallgow-Doeberitz railroad station from Strausberg. Two one-axle trailers, apparently generators, about 2 meters high, 1.5 meters long, and 1.2 meters wide; and 1 two-axle trailer, 2 meters high, 1.2 meters wide, and 2.5 meters long were unloaded from the railroad cars the following day. The equipment was hauled away by truck ¹ 25X1
2. During the first half of July, there were no changes in the occupation of the Richthofen-Kaserne and NSKK-Kaserne at Doeberitz. The air force soldiers quartered in the Richthofen Kaserne wore light-blue epaulets with a wing and vertical propeller insignia. The estimated 1,700 men of the NSKK Kaserne wore an insignia which was about 10 cm long, on the right side of their breast. The insignia represented a wing with a crossed hammer and wrench. ² 25X1
3. At 0730 on 13 July, 12 railroad tank cars were observed at the loading ramp of the field. On the side facing the field, three tank trucks were parked. about 1700, the railroad tank cars had been removed. Four large tarred fuel containers were seen on the field near Hamburger Chaussee. ³ For several days the noise of running jet engines was heard from the southern edge of the field. German workers said that another test stand was put into operation at the southern edge of the field. This is in addition to the test stand at the eastern edge which has been operating for quite some time. ⁴ About 1630 on 14 July, six sedans, including the large light-gray sedan ⁵ all of them occupied by officers, entered the field. ⁵ 25X1
4. Between 17 July and 6 August, air activity by Po-2s and occasionally by a Yak-14, was observed at an increasing rate. Usually the aircraft approached from the south and, after staying at the field for varying periods of time, returned in the same direction. On 22 July, a swept-back jet fighter was jacked up in front of a hangar. The jet engine was repeatedly raced up and stopped. Similar observations were made on several days until 6 August. For about 45 seconds, a low humming noise with increasing volume was heard. Subsequently there was a high whistling noise which remained constant for about 5 minutes. Then the engine ran down and came to a stop within 5 seconds. ³

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5. Trucks [redacted] all of them with drivers wearing black-bordered blue epaulets, were identified between the field and the air force barracks installations. 5

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6. In connection with the changes of occupation at Doeberitz airfield during the preceding months, on 26 July 1954, the following changes occurred with regard to the individual units quartered in the barracks installations. Unit Panfilov was in charge of the barracks installation of the former motor transport instruction battalion, the NSKK Kaserne, the eastern part of Richthofen Kaserne including buildings Nos 29 and 30, the boundary lighting facilities which were recently repaired, the former artillery equipment park, and the headquarters at Thaelmann Platz. Unit Ivanov was in charge of the middle section and the western section of Richthofen Kaserne and Unit Kraiyevoi was in charge of the repair shops, the AA gun emplacements at the field and the quartering installations south of Herold Platz. 2

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7. A lieutenant colonel who wore black-bordered blue epaulets negotiated for Unit Panfilov. The rank of Panfilov (fnu) could not be determined. [redacted] guardhouse, located near the building No 54 a. There was intensive activity by air force personnel in the quartering installations belonging to this unit. The guardhouse had newly been erected east of the connecting road extending from north to south between the NSKK Kaserne and the barracks installation of the former motor transport instruction battalion. There was a road block on this road. Building No 59 and possibly also sections of building No 60 housed the headquarters of the unit. The block formed by buildings Nos 83, 83 a, 85, and 85 a, was surrounded by a separate wire fence. Trucks were seen within the fence. Building No 44 was unoccupied. Repair work was being done on buildings Nos 85 a and 86. Buildings Nos 29, 33, 45, 54, through 58, 61, and 80 were used as quarters. Building No 80 was a four-story structure, No 85 a single story, and all the other buildings were three-story. 25X1

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8. It was learned that Unit Ivanov was an air technical school. On 26 July, there was intensive activity in the quartering installations of this unit. 2

9. During a conference with the lieutenant colonel of Unit Panfilov, a German construction supervisor requested detailed instructions on the emplacement of three fuel containers of a 50,000-liter capacity each. The place at which the containers were to be embedded could not be determined. Three large fuel containers were observed through the gate to the spur track south of the workshop buildings. 3

10. Between 1300 and 1400 on 31 July, no aircraft were seen at the field. A sentry with a submachine gun was posted near the hangars. A worker stated that a headquarters of an AAA unit had moved into the hangars. 6 Truck [redacted] was seen near the barracks installations. 5

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1. Comment. These generators were dispatched by the air force depot at Strausberg. 25X1

2. Comment. Units Panfilov and Ivanov were previously reported from Doeberitz. [redacted] The successor of Major Kraiyevoi (fnu) who was transferred in June 1954 is unknown. [redacted] 25X1

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3. Comment. Prior to the transfer of air units from Doeberitz the underground fuel dumps in the northern and southern sections of the field had an estimated capacity of 300 cbm. Two temporary fuel dumps at the northwestern edge of the field had a total capacity of about 400 cbm. It was not determined how many containers were transferred with the units. With the establishment of three fuel containers with a total capacity of 150 cbm, the capacity of all fuel dumps at present available at the field is at least 450 cbm. 25X1

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4. Comment. The establishment of a second test stand at Doeberitz appears credible in connection with the transfer of the technical training unit from Altenburg to Doeberitz.

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5. Comment. Motor vehicle [redacted] was previously observed at Brandenburg-Briest and Brandenburg-Industrieafen, [redacted] and [redacted] at Doeberitz during unloading operations of the shipments from Altenburg. [redacted]

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6. Comment. Two AA gun emplacements occupied by 3 x 37-mm guns each are located in the area of the hangars at the southern edge of the field.

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